

REMARKS

Claims 1-9 remain in the application with claim 1 having been amended hereby.

Reconsideration is respectfully requested of the rejection of claims 1, 2, 4, 6, 8, and 9 under 35 103 as being unpatentable over Ohta et al. in view of Luebke et al.

As previously described, the present invention relates to controlling electronic equipment such as a television receiver or navigation receiver or the like arranged in a vehicle. The electronic equipment can be selectively put into a non-operating condition, a standby condition, and a normal operating condition. A control unit is provided that is in a standby condition when the vehicle is not in use and that can be shifted into a normally operating condition by detecting the operation of the door handle by a door knob handling detecting element. When the control unit shifts from the standby mode to the operation mode, voltage variations in the starting voltage occur and these are detected by a starting voltage detecting portion of the control unit, which serves as a "use commencement detecting portion". An operation control portion in the control unit produces a control signal fed to the electronic equipment when the control unit shifts from standby to normally operating conditions. This control signal shifts the electronic equipment to the standby condition.

An important feature of the present invention is a pause control portion in the electronic equipment itself, which

prevents the electronic equipment from immediately shifting from the standby condition to the normal operating condition until "the function of the pause control portion is ceased".

Ohta et al. relates to a keyless entry system for a motor vehicle in which a door lock control unit is in a power saving awaiting mode. The waiting mode is then shifted out of when the remote control unit is activated, and the door lock control unit unlocks the vehicle.

Luebke et al. is cited for a showing of a time delay incorporated in a keyless vehicle control system. In Luebke et al. a controller in the motor vehicle is connected to a sensor and also to a receiver and a device to be operated such as the door locks. An activation signal is sent to the device when the controller receives the receiver signal and the sensor signal. The activation signal sent by the controller is produced only when the sensor signal is received within a predetermined period of time after receipt of the receiver signal. In other words, when the remote control unit is depressed the operator must make an effort to open the door within a predetermined period of time or the cycle is ended.

It is respectfully submitted that Luebke et al. does not disclose or suggest any pause control means included in an electronic equipment, as in the presently claimed invention. In fact, Luebke et al. does not disclose any electronic equipment at all. Luebke et al. only has the door locks and the trunk locks and things of that nature. Accordingly, even adding the time period measuring feature to Ohta et al. it is

respectfully submitted that the presently claimed invention would have been rendered obvious, since there is no equivalence to what is being performed by the pause control means of the presently claimed invention.

Reconsideration is respectfully requested of the rejection of claims 3, 5, and 7 under 35 USC 103, as being unpatentable over Ohta et al. in view of Luebke et al. and further in view of Hsu.

Claims 3, 5, and 7 depend from claim 1 which for the reasons set forth hereinabove is thought to be patentably distinct over the cited references and, for at least those very same reasons, claims 3, 5, and 7 are also submitted to be patentably distinct thereover.

Claims 3, 5, and 7 include the feature of detecting the shift in voltage that occurs in the control unit when the operation moves between modes.

Hsu is cited for such a power variation detection system. Nevertheless, Hsu does not cure the deficiencies of Luebke et al. and Ohta et al. as noted hereinabove relating to providing a pause control means in the electronic equipment that provides a pause mode before being shifted to the standby mode. In the present invention the electronic equipment is always shifted into the normally operating condition as opposed to Luebke et al. in which it may or may not ever be shifted into the normally operating position.

Accordingly, by reason of the amendments made to the claims hereby, as well as the above remarks, it is

respectfully submitted that an apparatus for controlling electronic equipment for vehicles, as taught by the present invention and as recited in the amended claims, is neither shown nor suggested in the cited references, alone or in combination.

The references cited as of interest have been reviewed and are not seen to show or suggest the present invention as recited in the amended claims.

Favorable reconsideration is earnestly solicited.

Respectfully submitted,

COOPER & DUNHAM LLP



Jay H. Maioli
Reg. No. 27, 213

JHM:tb